GOVERNMENT OF INDIA
SHIPPING, ROAD TRANSPORT AND HIGHWAYS
LOK SABHA

UNSTARRED QUESTION NO:2732
ANSWERED ON:17.12.2008
OFFSHORE CONTAINER TERMINAL AT MUMBAI PORT
Deora Shri Milind Murli

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether any new Offshore Container Terminal (OCT) has been proposed at the Prince's Victoria Dock at Mumbai Port;

(b) if so, the details thereof including the size of vessels proposed to be handled at the OCT;

(c) the details of the existing capacity of the Jawaharlal Nehru Port (JNP) including proposals for its expansion if any; and

(d) the benefits likely to accrue at a result thereof?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF SHIPPING,ROAD TRANSPORT AND HIGHWAYS (SHRI T.R.BAALU)

(a): The Mumbai Port Trust has proposed construction of two Offshore Container Berths and development of Container Terminal on Build,Operate and Transfer (BOT) basis in Mumbai Harbour. These berths would be located 800 m offshore of Indira Dock Harbour Wall in the Mumbai Harbour area.The berths will be connected to shore by an approach trestle which starts from the junction of Prince's and Victoria Docks.

(b): The project consists of construction of two Offshore Container Berths of 700m x 58m with 'Y'shaped approach trestle connecting the shore, providing topside facilities such as 6 Quay side Gantry Cranes,18 Rubber Tyred Cranes and two Rail Mounted Gantry Cranes for Rail Container Depot (RCD).The project also involves development of Container Stack Yard admeasuring 35 hectares. Total investment is Rs.1228.39 crore of which investment by BOT operator is Rs.862.00 crore and that by Mumbai Port Trust is Rs.366.39 crore.The length of these proposed berths is sufficient to accommodate two ships of up to 6000 TEUs in Tandem.

(c): The present annual container handling capacity of Jawaharlal Nehru Port is 3.6 Million TEUs. To meet the future traffic requirement, the port has identified the following two projects for development under the Public Private Partnership (PPP) mode on BOT basis:
(i) 330 m extension of container berth with a capacity of 600,000 TEUs per annum.
(ii) Development of 4th container terminal and Marine Chemical Terminal in two phases.
Deepening and widening of main harbour and JN Port channel to meet the increased demand of trade for deep draught vessels,

(d): With the above development plans, JN Port will be benefited in the following ways:-
(i) Increase in container traffic to 10 million TEUs per annum by 2014-15 from the present level of 4.2 million TEUs per annum.
(ii) With the deepening project, the port will be able to handle 6th generation container vessel of draft upto 14.5 mtrs with tidal window against 3rd generation container vessel with draft of 12.5 mtrs being handled at present.